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and the oil will bind, either grind, bruise, granulate or reduce it to a powder, in the usual way, but as quick as possible. Then by a press, or other engine or machine, of sufficient force, and whilst the coffee is hot or warm, I so compress it into a solid body as to expel and exclude the air as much as possible: it should, and more especially if intended for carriage, be pressed into tin boxes, earthenware, or other proper vessels of a close firm texture, as it is of a friable nature; and then to be covered close down till wanted.——In witness whereof, &c.

Observations by the Patentee.

Government having thought it an object of importance to encourage a more general consumption of coffee in this country, the legislature, about three years since, made a considerable reduction in the duty, with a view of promoting this object. Hitherto the consumption has not increased in the proportion that might have been expected from this measure; and, considering it as a subject of the highest interest, not only to the West India merchants and planters, but to the public at large, in the present state of Europe, I have given the fullest attention to it. I have observed that foreigners, and gentlemen who had been on the continent, spoke very highly of the coffee they had tasted there, and complained of the state in which they usually met with it in England. Satisfied that this apparent defect in quality could only proceed from the manner of preparing it for use, since we have the best of every kind in its original state, I thought it necessary to obtain the best possible information of the management of it on the continent, which I found to be nothing more than taking great care in the roasting to use it fresh and make it clear, hot, and much stronger than is usually the case in England, and which, from its having become a universal repast on the continent, like tea with us, every servant is expert at making it in perfection. But the great difficulty of establishing the general use of it in England, in the middle classes of society, where the great consumption must be made, appeared to me to be the removal of the trouble of grinding it, for which few such families are prepared. I accordingly employed myself in making experiments on a small scale, and am happy to say I have succeeded beyond my expectation: the utmost I hoped for was, to have rendered it as good as fresh-ground coffee; but find it not only equal, but superior both in strength and flavour, and is for a considerable time as good as fresh-roasted coffee, and is the most economical way in which it can be prepared; little or none of its flavour or strength being lost by evaporation, but in the common way a great portion of both are dissipated in grinding and cooling. Two ounces of my preparation will generally go as far as three in the usual way.

The Patentee flatters himself that he has by his mode of preparation afforded a facility to the use of coffee generally that must greatly augment its consumption, and thereby render a permanent benefit to the colonial commerce of this country.

Specification of the patent granted to Thomas Willes Cooper, of Old-street, in the parish of St. Luke, in the county of Middlesex, Millwright; for certain apparatus to be fixed on the naves of wheels and beds of axletrees of carriages, so as to prevent accidents from the axletrees breaking, or if either of the axletrees of such carriages should happen to break, the carriage dropping only about a quarter of an inch, the sam *carriage will proceed on to the end of its journey without danger, or any accident happening from the same; or if by any means the linch-pins get out, or cap-screws get off, the wheels will keep in their former situation.*

Dated *March* 14, 1811.

TO all to whom these presents shall come, &c. Now know ye, that in compliance with the said proviso, I the said Thomas Willes Cooper do hereby declare that the nature of my said invention, and the manner in which the same is to be performed, is described and ascertained in the manner following; that is to say: I fix to the carriage or beds of axletrees, straps of iron, brass, or any other proper metal, secured by screwed bolts and clips, projecting forward over the naves of the wheels, in what shape such carriage or beds of axletrees may require. I fix to the axletrees, or to the beds of axletrees, straps of iron, brass, or any other proper metal, projecting forward underthe naves of the wheels, which are secured by screwed bolts and clips. I also fix to the naves of the wheels grooved flanched hoops, made of iron, brass, or any other proper metal, or instead of the grooved flanched hoops being secured on the naves of the wheels, I have the boxes of the wheels made longer than the naves, projecting out at the back with two flanches on each of them, to form the grooves. I have also joint hoops, made of iron, brass, or any other proper metal, with the joints at the bottom, and fixed fast to the lower straps under the naves of the wheels, to remain loose in between the flanches of the grooved flanched hoops, or between the flanches on the boxes of the wheels, and secured to the top straps by either screwed keyed bolts or keyed keys. And I secure covers to my jointed hoops by rivets or screws, to keep the dirt from the grooved flanched hoops. Or I fix to the naves of the wheels hoops made of iron, brass, or any other proper metal, with three or more necked stubs, at equal distance on each hoop. I also fix to the tops and bottoms or sides of axletrees, or beds of axletrees, by means of screwed bolts and clips, straps of iron, brass, or any other proper metal, formed at the ends next the naves as hoops round the axletrees, or beds of axletrees. And I also fix to the hoops on the naves of the wheels internal flanch hoops, with mortices in them to receive the necked stubs, and secured in by a bolt or key to each hoop. Which internal flanch hoops, by projecting backwards from the naves of the wheels, the flanches will cover the hoops of straps on the axletrees, or beds of axletrees, and work round them, and when an accident occurs it takes its bearing inside the flanch hoops. When an axletree breaks, the carriage dropping only about a quarter of an inch, and the weight which was in the boxes takes its bearing from the top straps and joint hoops on the grooved flanched hoops, the joint hoops being secured to the top and bottom straps working in the grooved flanched hoops, or if made with the internal flanched hoops, it takes its bearings at the bottom of the flanched hoops, and when an accident occurs it keeps the wheels in its former situation, and prevents the carriage falling down, and enables it to go forward on its journey without any danger. Or if the linch pins get out, or nuts get off, the wheels will slide forward to get off till stopped by the joint hoops against the back flanch of the grooved flanched hoops and prevent the wheels getting off, and can proceed on its journey without any danger, and may be fixed to any carriage, and by taking out either the top bolts or keyed keys, the joint hoops fall down, so that the wheel or wheels may be taken off and oiled, or when done with the internal flanch hoops, by taking out the bolts which keep the hoops on the naves, may be taken off.

In witness whereof, &c.

Observations by the Patentee.

The patentee informs the public, that his invention has been tried with much success on the carriage of a stage-coach in the following manner. The arm of the axletree cut three parts through, and the coach loaded, went several miles in this situation without linch pins or nuts; after which the arm of the axletree was broken off, and the carriage went several miles farther (loaded) with the axletree out with the same facility as before These preservers can be fixed to any carriage, notwithstanding the same may have been many years in use, and not be discerned without minutely examining the carriage, and but little additional weight. The joint hoops, which lay stationary in the groove flanched hoops, are made large enough to allow of the wear of axletrees and boxes, and never touch except when an accident occurs, which cause no additional draught to the horses; they will rather tend to lessen the draught, as where the joint hoops are fixed the axletrees may be made much smaller than they in general are, as there is no danger if the axletree should break. By this invention being adopted, many serious accidents may be prevented, which in the present mode so frequently occur from the wheels of carriages getting off, or the axletrees breaking. This plan will enable a carriage to go any distance after the linch pin breaks or nuts getting off; or if the axletree breaks, the carriage will proceed on its journey with the same facility, without causing any delay, or any possible danger.

Specification of the patent granted to Peter Joseph Brown, of Henrietta-street, Covent Garden, in the county of Middlesex, Gentleman; for an improved construction of Buoys for ships or vessels, and for mooring chains, or similar purposes.

Dated December 26, 1810.

TO all to whom these presents shall come, &c. Now know ye, that in compliance with the said proviso, I the said Peter Joseph Brown do declare that my said invention is particularly described and ascertained in manner following; that is to say: Instead of constructing any buoys of wood or of iron, which has already been done, I construct them of copper or of brass, or of any other metal, mixture of metals, or metals coated with metals, possessing sufficient tenacity and strength, but I prefer copper: the said buoys are in fact hollow water-tight vessels, of any form that may be required, but the nearer they approach to the form of a sphere, the more buoyant are they in proportion to their weight; and they are made either by facing the metal or mixture of metals employed, and casting them in moulds, or of metal plates worked into form, and joined together, in a workmanlike manner, by rivets, screws, solder, or any means adapted to the end intended. The said buoys may from time to time receive a coating of pitch, tar, varnish, or paint, to defend them the longer against the action of the water, but this is not indispensably requisite, as they will last for a long time without any coating whatever. The said metallic buoys being very sonorous, are intended also to be employed as an occasional substitute for ships bells; for this purpose it is only necessary